

This Company's system of submarine telegraph cables is the most direct and quickest means of communication from Egypt to Europe, North and South America, East, South and West Africa, India, Australia, New Zealand, China and Japan.

To secure quick transmission, telegrams should be marked **Via Eastern.**

For latest average time to London, see daily bulletin in this paper.

STATIONS IN EGYPT: Alexandria, Cairo, Suez, Port-Tewfik, Port-Said, Suakin. Head Office, London.

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ALEXANDRIA, FRIDAY, SEPTEMBER 1, 1905.

[SIX PAGES P.T. 1.]

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## Peninsular and Oriental S. N. Company.

Summer Rates will be charged from 2 May to 31 October.

For the convenience of families and others, a large portion of each ship's accommodation has been reserved for Egypt, so that Berths can be definitely engaged at once, as if the voyage were commencing at Port Said. Plans can be seen at the Offices of the Company's Agents.

The Through Steamers for Marseilles and London are intended to leave Port Said after the arrival of the 11 a.m. train from Cairo, every Tuesday for the present. A steam tender will meet the train to convey passengers to the ship.

ARCADIA ... 1 August ... CHINA ... 22 August ... EGYPT ... 12 Sept.  
MARMORA ... 8 " ... PERIA ... 29 " ... MACEDONIA ... 19 "  
ARABIA ... 15 " ... MOLDAVIA ... 5 Sept. ... CALEDONIA ... 26 "

The Brindisi Express Steamers leave Port Said directly the Indian Mails arrive. Passengers can go on board the evening before. The Fare is £9 to Brindisi.

The combined Sea and special train fare has been reduced to £29.11 Port Said to London via Brindisi or via Marseilles.

During the Monsoon season the express steamer usually reaches Brindisi on Thursday afternoon, the special train starting at 8 p.m. and arriving in London at the very convenient hour of 4.55 p.m. on Saturday.

For all further information apply to the Company's Agents,  
Messrs. THOS. COOK & SON (Egypt) Ltd., CAIRO.  
GEORGE ROYLE, Esq., PORT SAID.  
Messrs. HENDERSON & CO., ALEXANDRIA.  
F. G. DAVIDSON, Superintendent P. & O. S. N. Company in Egypt SUZ 31-12-905

## Orient-Pacific Line of Royal Mail Steamers.

REDUCED SUMMER FARES FROM MAY TO OCTOBER INCLUSIVE.

R.M.S. Ortona will leave Suez about Sept. 8. R.M.S. Ophir will leave Suez about Sept. 22.

HOMEWARDS TO NAPLES, MARSERLES, GIBRALTAR, PLYMOUTH, LONDON, TILBURY.

R.M.S. Orient will leave Port Said about Sept. 12. R.M.S. Oruba will leave Port Said about Sept. 26.

Port Said to Naples ... 1st Class, £11 ... 2nd Class, £7 ... 3rd Class, £4

Port Said to Marseilles ... 1st Class, £12 ... 2nd Class, £8 ... 3rd Class, £5

Port Said to London ... 1st Class, £15 ... 2nd Class, £10 ... 3rd Class, £6

Port Said to Plymouth ... 1st Class, £16 ... 2nd Class, £11 ... 3rd Class, £7

Port Said to Tilbury ... 1st Class, £17 ... 2nd Class, £12 ... 3rd Class, £8

Port Said to London via Brindisi ... 1st Class, £18 ... 2nd Class, £13 ... 3rd Class, £9

Port Said to London via Marseilles ... 1st Class, £19 ... 2nd Class, £14 ... 3rd Class, £10

Port Said to London via Plymouth ... 1st Class, £20 ... 2nd Class, £15 ... 3rd Class, £11

Port Said to London via Tilbury ... 1st Class, £21 ... 2nd Class, £16 ... 3rd Class, £12

Port Said to London via Southampton ... 1st Class, £22 ... 2nd Class, £17 ... 3rd Class, £13

Port Said to London via Dover ... 1st Class, £23 ... 2nd Class, £18 ... 3rd Class, £14

Port Said to London via Folkestone ... 1st Class, £24 ... 2nd Class, £19 ... 3rd Class, £15

Port Said to London via Margate ... 1st Class, £25 ... 2nd Class, £20 ... 3rd Class, £16

Port Said to London via Ramsgate ... 1st Class, £26 ... 2nd Class, £21 ... 3rd Class, £17

Port Said to London via Deal ... 1st Class, £27 ... 2nd Class, £22 ... 3rd Class, £18

Port Said to London via Dover ... 1st Class, £28 ... 2nd Class, £23 ... 3rd Class, £19

Port Said to London via Folkestone ... 1st Class, £29 ... 2nd Class, £24 ... 3rd Class, £20

Port Said to London via Margate ... 1st Class, £30 ... 2nd Class, £25 ... 3rd Class, £21

Port Said to London via Ramsgate ... 1st Class, £31 ... 2nd Class, £26 ... 3rd Class, £22

Port Said to London via Deal ... 1st Class, £32 ... 2nd Class, £27 ... 3rd Class, £23

Port Said to London via Dover ... 1st Class, £33 ... 2nd Class, £28 ... 3rd Class, £24

Port Said to London via Folkestone ... 1st Class, £34 ... 2nd Class, £29 ... 3rd Class, £25

Port Said to London via Margate ... 1st Class, £35 ... 2nd Class, £30 ... 3rd Class, £26

Port Said to London via Ramsgate ... 1st Class, £36 ... 2nd Class, £31 ... 3rd Class, £27

Port Said to London via Deal ... 1st Class, £37 ... 2nd Class, £32 ... 3rd Class, £28

Port Said to London via Dover ... 1st Class, £38 ... 2nd Class, £33 ... 3rd Class, £29

Port Said to London via Folkestone ... 1st Class, £39 ... 2nd Class, £34 ... 3rd Class, £30

Port Said to London via Margate ... 1st Class, £40 ... 2nd Class, £35 ... 3rd Class, £31

Port Said to London via Ramsgate ... 1st Class, £41 ... 2nd Class, £36 ... 3rd Class, £32

Port Said to London via Deal ... 1st Class, £42 ... 2nd Class, £37 ... 3rd Class, £33

Port Said to London via Dover ... 1st Class, £43 ... 2nd Class, £38 ... 3rd Class, £34

Port Said to London via Folkestone ... 1st Class, £44 ... 2nd Class, £39 ... 3rd Class, £35

Port Said to London via Margate ... 1st Class, £45 ... 2nd Class, £40 ... 3rd Class, £36

Port Said to London via Ramsgate ... 1st Class, £46 ... 2nd Class, £41 ... 3rd Class, £37

Port Said to London via Deal ... 1st Class, £47 ... 2nd Class, £42 ... 3rd Class, £38

Port Said to London via Dover ... 1st Class, £48 ... 2nd Class, £43 ... 3rd Class, £39

Port Said to London via Folkestone ... 1st Class, £49 ... 2nd Class, £44 ... 3rd Class, £40

Port Said to London via Margate ... 1st Class, £50 ... 2nd Class, £45 ... 3rd Class, £41

Port Said to London via Ramsgate ... 1st Class, £51 ... 2nd Class, £46 ... 3rd Class, £42

Port Said to London via Deal ... 1st Class, £52 ... 2nd Class, £47 ... 3rd Class, £43

Port Said to London via Dover ... 1st Class, £53 ... 2nd Class, £48 ... 3rd Class, £44

Port Said to London via Folkestone ... 1st Class, £54 ... 2nd Class, £49 ... 3rd Class, £45

Port Said to London via Margate ... 1st Class, £55 ... 2nd Class, £50 ... 3rd Class, £46

Port Said to London via Ramsgate ... 1st Class, £56 ... 2nd Class, £51 ... 3rd Class, £47

Port Said to London via Deal ... 1st Class, £57 ... 2nd Class, £52 ... 3rd Class, £48

Port Said to London via Dover ... 1st Class, £58 ... 2nd Class, £53 ... 3rd Class, £49

Port Said to London via Folkestone ... 1st Class, £59 ... 2nd Class, £54 ... 3rd Class, £50

Port Said to London via Margate ... 1st Class, £60 ... 2nd Class, £55 ... 3rd Class, £51

Port Said to London via Ramsgate ... 1st Class, £61 ... 2nd Class, £56 ... 3rd Class, £52

Port Said to London via Deal ... 1st Class, £62 ... 2nd Class, £57 ... 3rd Class, £53

Port Said to London via Dover ... 1st Class, £63 ... 2nd Class, £58 ... 3rd Class, £54

Port Said to London via Folkestone ... 1st Class, £64 ... 2nd Class, £59 ... 3rd Class, £55

Port Said to London via Margate ... 1st Class, £65 ... 2nd Class, £60 ... 3rd Class, £56

Port Said to London via Ramsgate ... 1st Class, £66 ... 2nd Class, £61 ... 3rd Class, £57

Port Said to London via Deal ... 1st Class, £67 ... 2nd Class, £62 ... 3rd Class, £58

Port Said to London via Dover ... 1st Class, £68 ... 2nd Class, £63 ... 3rd Class, £59

Port Said to London via Folkestone ... 1st Class, £69 ... 2nd Class, £64 ... 3rd Class, £60

Port Said to London via Margate ... 1st Class, £70 ... 2nd Class, £65 ... 3rd Class, £61

Port Said to London via Ramsgate ... 1st Class, £71 ... 2nd Class, £66 ... 3rd Class, £62

Port Said to London via Deal ... 1st Class, £72 ... 2nd Class, £67 ... 3rd Class, £63

Port Said to London via Dover ... 1st Class, £73 ... 2nd Class, £68 ... 3rd Class, £64

Port Said to London via Folkestone ... 1st Class, £74 ... 2nd Class, £69 ... 3rd Class, £65

Port Said to London via Margate ... 1st Class, £75 ... 2nd Class, £70 ... 3rd Class, £66

Port Said to London via Ramsgate ... 1st Class, £76 ... 2nd Class, £71 ... 3rd Class, £67

Port Said to London via Deal ... 1st Class, £77 ... 2nd Class, £72 ... 3rd Class, £68

Port Said to London via Dover ... 1st Class, £78 ... 2nd Class, £73 ... 3rd Class, £69

Port Said to London via Folkestone ... 1st Class, £79 ... 2nd Class, £74 ... 3rd Class, £70

Port Said to London via Margate ... 1st Class, £80 ... 2nd Class, £75 ... 3rd Class, £71

Port Said to London via Ramsgate ... 1st Class, £81 ... 2nd Class, £76 ... 3rd Class, £72

Port Said to London via Deal ... 1st Class, £82 ... 2nd Class, £77 ... 3rd Class, £73

Port Said to London via Dover ... 1st Class, £83 ... 2nd Class, £78 ... 3rd Class, £74

## British India S. N. Company, Limited.

MAIL AND PASSENGER STEAMSHIPS.

Calling at Aden, Cochin, and Mombasa, and thence to India, Europe, and Australia.

For further particulars, apply to G. BEYTS & Co., Agents, Suez.

OUTWARD.—S.S. Rewa ... September 2 ... HOMEWARD.—S.S. Goorkha ... September 1

Queensland Line of Steamers between London and Brisbane.

Calling at Colombo, Batavia, Genoa, and Southampton.

The S.S. ... will sail from Suez on about ...

First Class Fare from Suez to ... £11.0.0 (Colombo) ... £11.0.0 (Batavia) ... £11.0.0 (Genoa) ... £11.0.0 (Southampton) ... £11.0.0 (London) ... £11.0.0 (Brisbane)

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## QUESTIONS D'ACTUALITE

## Le Krach Cronier

Les Sucreries et Raffinerie d'Egypte, après avoir été un moment très bas, ont clôturé à Paris à fr. 53.

Une réunion de quelques banques de notre place a eu lieu mercredi soir : elles ont décidé de ne pas engager de nouvelles affaires (achat de change, avances sur marchandises etc.) avec la Société, tant que des nouvelles précises et certaines garanties ne leur seront pas fournies.

Plusieurs dépêches privées sont parvenues à certains établissements de notre ville. Elles se contredisent pour la plupart. La plus pessimiste est sans contredit la suivante, reçue par une banque française, "Capital englobant, obligations compromises" la cause : "la Société des Sucreries ayant garanti 25 millions d'acceptions de la Raffinerie Say."

Les 25 millions de perte ont sans doute déjà été escomptés par nos bourses de valeurs. Mais, avant d'inscrire une telle somme au passif des Sucreries égyptiennes, faut-il encore que la Raffinerie Say refuse le paiement intégral de cette somme.

Pour l'exécution d'une saisie éventuelle sur l'actif de la Société des sucres l'exécution est tout au moins nécessaire. L'intervention des créanciers égyptiens étant certaine, il s'ensuivra un procès fort intéressant dont l'issue ne sera pas, souhaitons-le, de nature à désespérer les actionnaires.

A.S.

## La chasse aux filets

Toute la côte d'Alexandrie jusqu'à la pointe d'Aboukir est tendue de filets pour la prise des caillies. Ces intéressants volatiles qui viennent ici pour la saison d'hiver ne se trouvent donc nullement protégés par le décret khédivial interdisant la pose de filets à moins d'un kilomètre de distance du rivage sur les terrains du gouvernement. C'est qui en effet la côte presque entière appartient à des particuliers et ceux-ci ne se font pas faute d'installer des engins sur leurs propriétés. Les parcs appartenant à l'Etat sont clairs et couverts de chasseurs dont les coups de feu répétés rejettent les malheureuses bêtes dans les filets voisins.

Pour que le décret khédivial ait quelque efficacité il faudrait dresser les caillies, leur enseigner les passages libres, les accoutumer au feu et leur enseigner à passer à une certaine hauteur et toujours isolées.

Le protecteur de ces oiseaux qui s'est donné tant de mouvement pour obtenir la publication d'un décret de protection ne pourrait-il entreprendre cette éducation d'un nouveau genre ?

## Les beçgues dans l'interieur

La défense de chasser et de vendre les beçgues devait nous préserver d'une foule de maux, en particulier de l'invasion des insectes et des chenilles. Et voilà qu'un an après la mise en vigueur de l'arrêté ministériel, nous sommes menacés de l'invasion de toutes sortes d'insectes, de sauterelles et de chenilles ; jamais le ver du coton n'avait mis en plus grand péril la principale culture du pays, à tel point, que, sans les mesures promptes et vigoureuses prises par le Gouvernement, nous allions assister à une réédition des fléaux d'Egypte dont il est parlé dans la Bible.

Que font donc les beçgues, mangeurs d'insectes ? Ont-ils déserté le pays qui leur offrait l'hospitalité, sont-ils devenus végétariens ou bien les infimes petits les ont-ils écrasés sous le nombre ? Ce sont des questions qui intéressent l'agriculture du pays.

## La Tour des Romains

La fameuse tour est rasée ; les blocs épars attendent un acquéreur et dès qu'on l'aura trouvé on procédera à l'extraction de la partie du monument qui se trouve sous terre. Il ne restera donc aucun vestige de la tour ; l'emplacement lui-même sera bientôt oublié par les nouvelles générations.

On a détruit tant d'autres reliques de l'antiquité qu'il n'y a pas lieu de regretter la disparition de la Tour des Romains et la valeur documentaire était médiocre et qu'on avait laissé tomber dans un tel état de ruine qu'il était impossible de la restaurer.

## Messe de Requiem

Après-demain, dimanche, 3 septembre, à 10 heures du matin, une messe de Requiem sera célébrée à l'église patriarcale grecque-orthodoxe Saint-Saba pour le repos de l'âme de Madame Dimitri Bey Bissara, femme de Monsieur Dimitri Bey Bissara, ancien juge au Tribunal Mixte d'Alexandrie. Les parents et amis de la famille sont priés d'y assister.

## BULLETIN DE LA BOURSE

(Aujourd'hui à midi et demi)

Le marché a débuté ce matin faible et insignifiant ; mais vers la fin il a un peu repris.

Comme affaires il n'y a guère à en signaler que sur l'Agricole, la Banque Nationale, la Banque d'Athènes et les Estates ; encore ont-elles été de peu d'importance.

La clôture a lieu en baisse générale et marquée.

La Banque Nationale tombe de 27 5/8 à 27 1/2, l'Agricole de 14 7/16 à 14 11/32, la Béhéra de 43 3/4 à 43 5/8, la Delta Land de 2 11/16 à 2 5/8, la Daira de 27 3/4 à 27 1/2, la Crown Brewery de 221 à 215, la Brasserie des Pyramides de 123 à 121, la Nungovich de 10 1/2 à 10 7/16, les Presses Libres de 80 à 79 3/4, les Eaux du Caire de 1180 à 1175 et la Ramleh Railway de 7 1/4 à 7 1/8.

Seule la Banque d'Athènes est en reprise de 126 1/2 à 127 1/2.

Les Sucreries, après avoir remonté à 48 à l'ouverture, retombent en clôture à 41 vendeurs.

Le reste du marché demeure stationnaire, la tendance est indécise.

## MOUVEMENT MARITIME

## DU PORT D'ALEXANDRIE

## ARRIVÉES

31 août			
Syrie et Port-Saïd ; 1 j. v. ang. Minieh, cap. Damir, ton. 2,106, à la Khédivial Mail.			
Naples ; 7 j., vap. ital. Alba M., cap. Teodorico, ton. 959, à Pellerano.			
Cos ; vap. hell. Achillea, cap. Gigas, ton. 85, à Mazarachi.			
Bayrouth et Port-Saïd ; 19 h., vap. ang. Esperanza, cap. Yercyanni, ton. 424, à Minotto.			
1er Septembre			
Bayrouth et Port-Saïd ; 16 h., vap. franç. Congo, cap. Rivière, ton. 2,330, aux Messageries Maritimes.			
Mary-Port ; 16 j. 1/2, vap. angl. Milton, cap. Ladds, ton. 2094, à Barber & Son.			

## DÉPARTS

30 Août			
Livourne ; vap. ital. Luigi, cap. Pietro.			
31 Août			
Syrie ; vap. franç. Sénégal, cap. Vincenti.			
Messine et Gènes ; vap. ital. Sirio, cap. Benvenuto.			
Famaguste et Londres ; vap. ang. Avoca, cap. Croxon.			
Odessas ; vap. Dromouby, cap. Evans, sur lest.			
Smyrne et Salonique ; vap. ang. Sheikh, cap. Jones, avec une partie de la cargaison de provenance.			

## EASTERN TELEGRAPH CO. LTD.

AVERAGE TIME occupied in transmission of Egyptian telegrams from England to Alexandria on Thursday, 31st Aug., 1905.

## OUTWARDS.

Between the hours of 10 a.m. and 6 p.m. (Cairo time)

FROM	The Company's Offices.	Postal Telegraph Offices.
H. M.	H. M.	H. M.
London	24	32
Liverpool	15	—
Manchester	19	—
Glasgow	31	—
Other Provincial Offices	—	43

## STOCKS AND SHARES

Closing Prices, to-day at 1 p.m.

Shares		
Lat. 13 1/2	Imperial Ottoman Bank	—
" 27 1/2	Nat. Bank of Egypt	—
" 27 1/2	do do New	27 1/2
Fos. 426	National Bank of Greece	—
L.E. —	Banque Industrielle	—
Fos. 823	Crédit Foncier Egyptien	9600
"	Lottery Bonds	315 1/2
Lat. 14 11/32	Agricultural Bank	—
Fos. 127 1/2	Banque d'Athènes	—
Lat. 1 1/2	Egypt. Investment Co.	—
" 9 1/2	Land Bank of Egypt	85
Fos. 900	Agric. Indust. Egypt.	520
"	Fond.	950
L.E. 43 1/2	Behera Company	—
Lat. 2 1/2	Egypt. Delta Land Co.	—
" 6 1/2	Wardan Estate Coy.	5
" 4 1/2	Land & Mortgage	—
" 27 1/2	New Daira Sanieh Fond.	176
"	Corporation of Western Egypt	—
31/	New Egyptian Co.	—
"	Egypt. Estates Ltd.	1 7/32
Lat. 30	Alexand. Bonded Stores	—
" — 1/2	Anglo-Egypt. Spinning Co.	—
" 25	Bourse Khédiviale	—
" 75	pref. Cairo Sewage Transport Ord.	60
Fos. 215	ex-Gr. Brewery Alex. Fond.	125
"	do do 6% Debs.	500
" 121	do Cairo Fond.	63
Sh. 5/3	Egypt. Cotton Mills	—
" 24/3	do Markets	100
" 34/6	do Salt and Soda Fond.	—
Fos. 75	Cimenta d'Egypte	18
Lat. —	Egypt. Trust & Invest.	111/32
" 7 1/2	Kat-el-Zayat Cot. Coy.	109 1/2
" 10 1/2	Nungovich Hotels	101 1/2
" 37	Soc. Pressage et Dépôts	102
" 29 1/2	Société Presses Libres	102
Lat. 5 1/2	Anglo-American Nile & Co.	98
" 4 1/2	Khédivial Mail S.S. & Co. Fonds.	20/9
" 15 1/2	Alex. Water Company	—
Fos. 1175	Cairo Water Coy. Fonds.	1150
Lat. 7 1/2	Tantah Water Co. Fonds.	—
Lat. 13 1/2	Delta Light	97
" —	Delta Light Def.	13 1/2
" 10	Fayoum	—
" 27	Keneb-Assouan	—
Fos. 160	Alexandria Trams	490
"	do Fonds.	335
Lat. 7 1/2	Ramleh Railway	—

## RAILWAYS &amp; TRAMWAYS

Lat. 13 1/2	Delta Light	97
" —	Delta Light Def.	13 1/2
" 10	Fayoum	—
" 27	Keneb-Assouan	—
Fos. 160	Alexandria Trams	490
"	do Fonds.	335
Lat. 7 1/2	Ramleh Railway	—

## BOURSE KHEDIVIALE

Fluctuations de 9h.30 à 1h. p.m.

Cotons F.G.F.Br.

Dans la matinée ; prix plus haut pour nov. 14 23/32 à — ; plus bas pour nov. 14 23/32 à —.

Graines de coton

Dans la matinée ; prix plus haut pour nov.-déc.-jan. P.T. 59 20/40 à — ; plus bas pour nov.-déc.-jan. 59 10/40 à —.

Remarques

(De midi à 1h. p.m.)

Coton.—Sur les achats sérieux qui ont eu lieu la fermeté a continué à prédominer et c'est aux plus hauts cours que la clôture s'est faite. Comme affaires, le marché a été suffisamment actif.

Graines de coton.—On n'a fait que très peu d'affaires, mais vers la fin il y a eu du soutien.

Bateaux partis ;

Août			
23, S.S. Clio, pour Hull, Ton. 2836			
25, " Falernian, " Liverpool, " 600			
26, " Margarida, " Marseille, " 1750			
30, " Ymer, " Hull, " 3600			
Bateaux sous chargement :			
S.S. Avon, pour Liverpool, Ton. 600			
" Elton, " Londres, " 2500			
" Trojan Prince, " Manchester, " 800			
" Samos, " Londres, " 300			
" Christian Bors, " Hull, " 4000			
" Lorenzo, " Hull, " 3000			
Fèves.—Toujours nullité complète.			
Bourse Khédiviale, le 31 août 1905.			

## COTONS

copie de la dépêche  
DE L'ALEXANDRIA GENERAL PRODUCE ASSOCIATION  
à la  
LIVERPOOL COTTON ASSOCIATION

(Cours pratiqués ce jour à la Bourse Khédiviale à 9h. 45 a.m.)

Tal. 14 21/32 Livraison Novembre

" 14 21/32 " Janvier

" 14 25/32 " Mars

Marché quiet

Arrivages de ce jour, à Minet-el-Bassal, cantars 288

(Cours pratiqués ce jour à la Bourse Khédiviale à 12h. 45 p.m.)

Tal. 14 11/16 Livraison Novembre

" 14 11/16 " Janvier

" 14 13/16 " Mars

Marché quiet

ARRIVAGES

1er septembre 1905.—(11h.55 a.m.)

Cotons.—Clôture du marché du 31 août : Soutenue aux mêmes cours

RETURNS

Fair, Fully Fair, Good Fair, Fully Good

Fair et Good : Sans changement

HAUTE-EGYPTE ET FAYOUM

Fair, Fully Fair, Good Fair, Fully Good

Fair et Good : Sans changement

ABBASSI

2me qualité, 1re qualité, extra : Sans changement

2me qualité, 1re qualité, extra : Sans changement

Etat du marché de ce jour, coton : Inchangé

Les arrivages de ce jour se chiffrent par cantars 333 contre même jour l'année précédente cantars 4095

Graines de coton.—Manquent

Disponible

Ticket

Rien

Rien

Graines de coton.—Cond. Saha P.T. 120 à 125

Béhéra : " " 115 à 125

Fèves.—Sans affaires

Saïd : disponible : —

Fayoum : disponible : —

Qualités Saïd : Cond. Saha P.T. 122 à 130

Qualités Saïd : Même situation

Disponible : Rien

Cond. Saha P.T. 115 à 130

Orges.—Soutenues

Cond. Saha P.T. 57 à 60

Mais.—Sans changement

Disponible : Rien

Cond. Saha P.T. 93 à 100

SUCRES

Visible supply

1905 1904

Angleterre Ton. 142,300 Ton. 166,900

France " 387,603 " 515,267

Allemagne " 235,665 " 408,750

Hambourg " 131,760 " 79,460

Autriche " 132,700 " 207,582

Hollande " 8,300 " 16,500

Belgique " 41,605 " 111,920

Etats-Unis " 198,000 " 128,512

Cuba " 234,000 " 53,671

Flottant " 230,460 " 173,010

Total Ton. 1,742,393 Ton. 1,861,572

Les prix suivants ont été pratiqués ce jour

COTON

C.M.S.

(BASSE-EGYPTE)

par Cantar

Damanhour. Province Béhéra

" De P.T. 187 1/2 à 260

Province Garbich

Kafr-Zayat.. De P.T. 275 à 307 1/2

Tantah.. " 270 " 310

SECTION DES GRAINES ET CEREALES

PRIX FRANCO-STATION : DISPONIBLE TICKET

Graines de coton A.S. P.T. — à P.T. —

Haute-Egypte " — N.R. " —

Blé Saïd " — " —

Fèves Saïd " — " —

" Fayoum " — " —

## ARRIVAGES

du vendredi 1er septembre 1905

Documents de l' "Alexandria General Produce Association."

OFFICIERS DE FEE BARQUES

Cotons — S/B 36

Graines de coton — sacs 275

Blé Saïd " — " 191

" Béhéra " — " 60

Fèves Saïd " — " 30

Graines de coton.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, cantars 333

Graines de coton.—Total des arrivages depuis le 1er septembre 1905 jusqu'à ce jour, Ard. 137

Contre même jour en 1904 :

BARQUES ET CHEMINS DE FEE

Coton — S/B 263

Graines de coton — sacs 1475

Blé Saïd " — " 71

" Béhéra " — " 504

Fèves Saïd " — " 2752

Mais " — " 54

Cotons.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour, cantars 4,095

Graines de coton.—Total des arrivages depuis le 1er septembre 1904 jusqu'à ce jour Ard. 3,328

CONTRATS (11 h. 55 a.m.)

Cours de la Bourse de Minet-el-Bassal

Coton F.G.F.Br.

Novembre — Tal. 14 11/16 à —

Janvier — " 14 11/16 " —

Mars — " 14 13/16 " —

Graines de coton

N.D.J. — P.T. 59 20/40 à —

Fèves-Saïd : Nouvelle récolte.—Marché nul.

REMARQUES

Cotons : Nouvelle récolte.—La baisse d'Amérique, attribuée aux ventes du Sud, a eu son effet sur notre marché, qui a ouvert à talars 14 21/32 pour le novembre. Au fond pourtant le marché est soutenu.

Graines de coton



## DOWN THE CHAGRES.

Matachin is the half-way station on the line of the Panama railroad. Here the trains pass on their daily trip across the Isthmus. Here also the Rio Chagres, after descending from the higher and more remote ranges, sweeps sharply round and makes its way down the broad valley, to the ocean near Colon. No river within the equatorial area bears a more sinister reputation. It has given the name to one of the most pernicious forms of tropical fevers; while its sinuous course, crossing and recrossing the axis of the Panama Canal, its sudden floodings and destructive force, make it the most formidable difficulty which the engineers and contractors of the undertaking have to overcome. So impossible of control is it that it is proposed to intercept it, and, as it were, hang it up out of the way on the mountain side. It is navigable by native cayuka from Colon to Matachin, but only those well versed in its temper and vagaries use it to any extent.

A study of the canal plan showed that the best method of seeing the works on the Atlantic slope of the Cordillera was to go by river. When I made the suggestion to the dark-skinned Colombian in the village store he stared, and said he had never known white men attempt the trip. What was the use when the railroad was there? The Senor would but take the fever and end the journey at Monkey Hill. But as the Senor persisted he summoned two river men, one a yellow-faced native, the other a negro, and after much palaver a bargain was struck. It was then ten o'clock on a hot night.

The canoe lay in a bend of the river below the village. The spot appeared to be the common lavadero, and presented a scene of primeval simplicity. A score of women, scantily clad, were sitting in the water, pounding and rubbing clothes, their naked children sprawling on the banks behind. In the stream a number of natives were bathing. Occasionally the bolder spirits among these swam forward to chaff the women, who laughingly pelted them with pebbles.

The canoe, which was cut out of a wild tamarind tree, was large and narrow, and light and unsteady enough to make the baggage welcome ballast. The men themselves were lightly equipped. They merely wore blue pants tucked up to the knees, and old terry hats, and they brought with them two paddles, a long pole, and a conch shell. The negro limped from a sore in his foot, and explained that his toe had been attacked the previous night by a vampire bat, which paid him frequent visits, though he was never conscious of the bloodsucking process until he awoke.

With a long blast from the conch we swung into the current, and made a descent as exciting as it was swift. The negro used his paddle and the Colombian the pole to guide the canoe among the rocks and derelict logs and branches and over the treacherous rapids. In the quieter stretches both men paddled. It was a cloudless and windless day, and the air was aglare with heat. The vegetation hung limp and motionless, the birds were mute, lizards and iguanas drowsed upon the banks, even the alligators could hardly find energy to drop into the water as we approached. We passed them at every turn. Once when I seized a dead bough embedded in the mud to ward off the canoe I saw the guarded snout of one within a couple of feet of my hand. Now and then we came across an Indian fishing, or, more rarely, one struggling in his cayuka up stream.

We came frequently in touch with the canal. Here it was banked up and shut off from the river; there the two joined and became one. Magnificent dredges were chained to the banks, and wagons, cranes, and other material lay rusting in the jungle. What I saw of the excavations showed that much good work had been done, and that most of it is still in as good condition as when the navies ceased digging. A wiry scrub has overrun the banks and acted as a binder for the soil. The real menace to the work is, of course, the flooding of the river, for when it "comes down" it carries all before it. We passed under one lofty bridge over which the water had swept during a freshet. The white sandstone piers of this bridge, by the way, were red with blood; it was the scene of a sanguinary fight between the Government troops and the Liberals during the recent revolution.

Late in the afternoon we entered the completed portion of the canal, which runs in a great curve from Bohio to Colon, a distance of about fifteen miles. There are few more beautiful avenues of water in the tropics. The clear glow of the cooler light lay upon the land. The surface of the canal was like glass and curiously green in the half-lights; the banks were covered with bright blossoms, and along the top ran colonnades of bananas, plantain, and trumpet trees, with a rich undergrowth of wild cane. The life of the forest had revived, humming-birds, paroquets, peacocks, toucans, and many other birds of strange form and plumage came within vision; gaudy butterflies and dragon flies flitted across our path; will deer came down the secret paths to drink; and the river men bade me listen to the distant screaming of monkeys, which probably betokened the presence of a tiger, cat, or sloth. Mile after mile, the canoe sped along the darkening vista. When night fell, our only guide was the dim reflection of the star lit sky down the centre. In the silence one could hear with startling clearness the mysterious noises that thrill a tropical night, the crackling of dead wood, the rush of wings above, the quiet "plop" of living things into the water, the far-off tones of foraging carnivora.

The canal broadened, and into it came fresh currents from several affluents. From one of the dark openings issued the sound of wild

music, and out of it stole a large canoe, heavily laden with bananas, and carrying a number of Indian men and women. They were apparently on their way to Colon with the produce, and were warding off evil spirits by chanting a native melody. They answered our warning call with a weird "Co-o-ee."

About five miles from Colon the canal and the river finally parted, and the latter ran to its outlet through the dismal, death-like swamps and lagoons that breed the Chagres fever. The channel was here and there choked with reeds and silted up with sand and mud, though there was no movement of any kind perceptible. The stagnant, fetid water was luminous with phosphorescence, and the air was rank with miasma. If choked and sickened me; I could not breathe it, but lay with a handkerchief stuffed into my mouth and nostrils, yet feeling as if the odour were penetrating the whole body. The moon had risen, casting a melancholy glamour over the scene, and by its light could be seen amazing evidences of extravagance and waste in miles of engineering material lying decomposing in the rotting slime.

The lights of Colon gleamed at last, and at eleven o'clock we emerged from the canal and crossed the salt bay, rippling under a fresh sea wind, and landed among the masonry of a broken breakwater at the canal headquarters. The men shouldered my baggage, and we moved off towards the town, when I heard a low whistle, and a number of shadowy figures advanced from different points. They were native soldiers, and we were placed under arrest. Of what avail was it to protest? Were we not revolutionaries? Was I not the leader of a band of Liberals coming to seize and sack the town!

## HISTORIC DISCOVERIES IN MASHONALAND.

Dr. Carl Peters, the well-known explorer, has just returned to London after an extended tour in South Africa, principally in Rhodesia, where he has made some interesting historic discoveries tending to confirm his theory that Mashonaland is the ancient Land of Ophir. "I went first to North-East Mashonaland," said Dr. Peters to a Press representative, "to investigate some mining properties, and also to look for more evidence of my Ophir theory. I have managed to place the Ophir of the Bible in these countries between the Zambesi and the Limpopo, and as a result of my interesting archaeological explorations there I found several inscriptions of an ancient Arab character, which I have brought to Europe to be deciphered, and which I think will be able finally to solve the question of ancient civilisation in these countries. So far, one inscription has been deciphered by an eminent German Orientalist, Dr. G. L. G. as meaning "Sopha," which is the name of the capital in South Arabia, and at the same time is the root of the name "Sofala," a port in East Africa. The inscription, which was on a stone, is about 1,700 years old. Two other stones which I have brought home have been classified as Babylonian boundary-stones. The remaining stones have been sent to Hanover to have the inscriptions deciphered. When I was in Johannesburg I was asked by the British Association to give a lecture there on my discoveries, but as I was obliged by business to come home, I shall give a lecture on the subject as soon as the inscriptions on all the stones have been thoroughly investigated. That is only one side of my expedition, however. I have been closely examining Rhodesia on its mining and agricultural prospects. While I find that the mining prospects are much better than many people have thought—for instance, there are traces of tin all over North-East Mashonaland, and at the same time large copper deposits—I do not think much of the agricultural prospects, for the reason that the soil is everywhere very thin. Generally speaking, after six to eight inches you get to bed rock. Of course, there are exceptions."

## Calendar of Coming Events

## ALEXANDRIA.

- September.
- Fri. 1. Mex. Princes' Restaurant des Bains Roumainian orchestra, every afternoon. Sundays, morning.
- Windsor Hotel. Orchestra. 6 to 11.30 p.m. every day.
- Alhambra. Italian company in *Cicilia*. 9.15 p.m.
- Crown Casino, Ibrahimieh. 9.30 p.m.
- Theatre of Varieties (ex-Ciccolini). 9.30 p.m.
- Sat. 2. A. C. C. ground. A. C. C. v. next XVI. 1.30 p.m.
- Alexandria Swimming Club. Meet. Cutms Gate 23. 4.30 p.m.
- Sun. 3. Khedivial Yacht Club. Race for Cup. 10.30 a.m.
- San Stefano Casino. Vocal and Instrumental Concerts. 10.30 a.m. and 5 p.m.

## CAIRO.

- September.
- Fri. 1. Babekieh Gardens. Performance by British Military Band. 9 to 11 p.m.
- Babekieh Theatre. Italian Comedy Company. 9.15 p.m.
- Theatre des Ambassadeurs. 9.30 p.m.
- Theatre des Nouveautés. 9.30 p.m.
- Alcazar Parisien. 9.30 p.m.
- Tues. 5. Babekieh Gardens. Performance by British Military Band. 9 to 11 p.m.

## ROMAN REMAINS IN SCOTLAND

Since February 14 of this year a staff of workmen, under the direction of Mr. James Curle, F.S.A., Scot., has been engaged making excavations near Newstead, Melrose, in a Roman station which, so far as known, is the largest in Scotland, it being believed from the trenches cut that the station extends to at least 14 acres. The camp at Castlecary extends to two and a half acres, that at Birrens, Dumfriesshire, to about four acres, and that at Camelon to about six acres, while the largest of the Northumberland camps is not over five and a half acres. The work of excavating, which is being carried out at the instance of the Society of Antiquaries of Scotland, is still being proceeded with, and so far, of the total area not more than three and a half acres have been touched. The camp is mainly situated in what is called the Red Abbeystead field, but important works have been come upon in the Wellmesadow and the Gutterflat fields. A party from the Berwickshire Naturalists' Club were on the ground some time ago, and Mr. Curle gave an interesting description of the work that had been accomplished since operations began in February, and he detailed the various discoveries made. They were standing, he said, in a Roman station which was absolutely forgotten in every way, the name of it was not known, nor was any mark of it to be seen above ground. About 1743 the Rev. Adam Milne wrote a description of the parish of Melrose. Writing of Old Melrose, he said:—"About a mile to the west there was an abbey standing in a field called the Red Abbeystead. It was not known whether this name was derived from the colour of the stones wherewith it was built, or whether it was a house belonging to the knights of the Red Templars, but it was certain that when the field was ditched or ploughed the foundations of several houses were found, a great deal of lead, and some curious seals." Then came General Roy, who in 1769-71 inspected the roads in North Britain. He said the only signs of a Roman station were some entrenchments near the village of Eildon. After this the discovery of two Roman altars was made, the first being found in 1783. The second altar, which was found in 1830, was dedicated by the centurion of the 20th Legion to the god Silvanus. In 1846 came the cutting of the railway, which threw more light on the subject than any discovery hitherto made. In the cutting to the south of the Red Abbeystead field there were found pits filled with black peaty matter, in which were portions of Samian ware, deer bones, &c. The most interesting discovery of all, however, was the skeleton of a soldier standing erect in one of the pits, with his spear beside him and part of the wooden shaft still existing. No doubt, what was then cut through was the cemetery of the place. After this the place, so far as antiquaries were concerned, was deserted until the spring of 1904, when, during draining operations in the Red Abbeystead field, there were discovered foundations of buildings, a line of curiously jointed water pipes, some Samian ware, &c. It was thought the buildings were worth investigating, and the matter being brought before the Society of Antiquaries of Scotland, they decided to take it up. Operations were begun on February 14 of this year. All the buildings which had been come upon were large. In the Gutterflat field (two fields away) there had been traced what appeared to be a large annexe of the camp, containing about four acres. There had also been found a big building with an apse, which was no doubt the bath of the place. They had not had time to go further there. In the Wellmesadow (the field adjoining Red Abbeystead) they had found a rampart 45 ft. wide lying partly in stone paving. Inside this they came upon a stone platform 15 ft. wide, and on the north it was bounded by a deep-built drain. On the outside of the rampart lay a ditch 21 ft. wide and 1 ft. deep and two subsidiary ditches and ramparts. The buildings in the Red Abbeystead field formed six blocks, and five were barrack-like buildings over 200 ft. in length. They were separated from each other by roads about 29 ft. wide, having footpaths on one side. The sixth building was of better and heavier masonry, showing one good buttress and well-defined cross wall. At one end there had been noted a number of cross walls with what might be broken-down flues. Behind it was a long building in heavy buttresses, which might have been one of those great storehouses that were common in Roman camps. With regard to the articles found, there had been discovered so far a quantity of ordinary rough pottery, Samian ware, and large pieces with the potters' marks similar to those found in Antonine's Wall. Several brooches had been come upon, a circular one of pale blue enamel with six round spots of red enamel on it, being the most interesting of these. Such brooches were very rare in Scotland, Mr. Curle stated, Camelon being the only place where they got good specimens of them. With regard to coins, they had found a fair number in debris of Nero, Domitian, Vitellius, Hadrian (2), Antoninus Pius, and Crispina; and in brass, coins of Faustina the Elder and Trajan. They had also come across one fragment of inscription on stone and a number of iron implements. Under the rampart to which he had already referred they found a ditch of an older camp, and in the bottom of the ditch they had got a typical Roman stylus of bronze.

## CARLTON HOTEL.

BULKELEY (near Alexandria.)

## RAMLEY'S FASHIONABLE HOTEL.

PATRONISED BY THE ELITE.

Full Pension from P.T. 40 a day. Visitors from Cairo, nights at Sidi-Gaber station.

1444-34-100 G. AQUILINA, Proprietor.

## G. BRANDAUER &amp; Co's.

LIMITED.  
Circular  
Pointed  
PENS.



Attention is also drawn to their Patent Anti-Blotting Pens.

Assorted Sample Box for seven stamps from the WORKS, BIRMINGHAM

## SLEEPING SICKNESS.

A lecture was given recently at Pietermaritzburg, on "Sleeping Sickness" by Colonel David Bruce, C.B., F.R.S., Royal Army Medical Corps.

Colonel Bruce introduced the subject by showing that it was by no means impossible that this disease, sleeping sickness, might pass southward from Lake Victoria and Central Africa and reach the Zambesi, or even invade some parts of the Transvaal. The disease was endemic on the West Coast of Africa, especially in the basin of the Congo, and here it had been known as long as we had any history of that country. Slaves taken from the West Coast had died of the disease in the West Indies and other countries, but without spreading the disease to their immediate neighbours.

Sleeping sickness first broke out in the province called Busoga. It was probably introduced when Emin Pasha's Sudanese and their wives and followers, numbering some ten thousand, were brought into and settled in Busoga. These natives were brought from the Congo territory, a country in which the disease had been endemic for a long time, and, therefore, it was hardly to be expected that this large number of natives would not contain a certain number suffering from the first stages of the disease. As this country, Busoga, was well adapted for the spread of sleeping sickness, in a few years—viz., in 1901—the disease had attained such dimensions that in a short time it reduced the most populous and fertile province of Uganda to a depopulated desert.

Sleeping sickness was a curious disease, and led essentially on a disturbance of the brain. A slow, chronic inflammatory process went on for years among the cells of the brain, which interfered with their function in the peculiar symptoms of the disease. It was a character that no one there was anything wrong. A sleeping sickness patient doing his ordinary work for years, and not noticing that there was anything wrong, but gradually a slight mental deterioration became evident; he was less inclined to exert himself, he lay about more during the day; and at last his intimates saw that he had the first symptoms of this absolutely fatal malady. His symptoms gradually deepened, and after a year or so—it might be longer—he was unable to walk, unable to speak, and even unable to feed himself, and he gradually sank into a comatose condition and died. Sleeping sickness was caused by the entrance into the blood of a minute protozoan parasite called *Trypanosoma gambiense*. The micro-organism was first named and described by Dr. Dutton, who recently lost his life on the West Coast of Africa while pursuing the study of this disease. The trypanosome was an active, wormlike creature, which lived among the red blood corpuscles, where it could be seen wriggle about with great activity, if the blood were examined under the microscope with a magnification of 200 or 300 diameters. If the blood of cases of sleeping sickness were examined with sufficient care this parasite would be found in every case. It was also found in fairly large numbers in the lymphatic glands of the body, and as the disease advanced it could always be found in the cerebro-spinal fluid which bathed the brain and spinal cord.

Sleeping sickness in Uganda had a very peculiar distribution, and the country can be divided into sleeping sickness areas and non-sleeping sickness areas. An examination of the natives living in the sleeping sickness areas showed that some 30 per cent. of them were in the early stages of the disease, and their blood contained these trypanosomes. On the other hand, although a large number of natives were examined in the non-sleeping sickness areas, in not a single case could a trypanosome be found; further, when blood or cerebro-spinal fluid was injected under the skin of a healthy monkey the animal took the disease and died after several months with typical symptoms of sleeping sickness, and its brain showed the characteristic alteration in its substance which was found in sleeping sickness in man. When the Royal Society Commission which had been sent to Uganda in the spring of 1903 had discovered these facts, they came to the conclusion that this trypanosome was the true cause of the disease. The next point they took up was to try to discover the reason of the curious distribution of the disease in Uganda. Sleeping sickness was only found in a narrow area lying along the shore of the lake. It was found on both banks of the Nile as far as Lake Albert; it also occurred round the shore of Lake Albert and passed north along the Nile almost as far as Wadelai. The disease was very common among the inhabitants of the numerous small islands which dotted the northern part of Lake Victoria. It was evident, then, that the disease had some predilection for the vicinity of open water, and the commission set about to try to find out the cause of this. In South Africa there was a disease among cattle and other domestic animals, also caused by a trypanosome—the *Trypanosoma brucei*. This trypanosome was conveyed from the sick to

healthy animals by means of a biting fly, the *Glossina morsitans*. It was, therefore, thought that in all probability sleeping sickness would be found also to be conveyed by a biting fly. Large collections of all the biting flies of Uganda were made, and the astonishing result was arrived at that the distribution of sleeping sickness and of a biting fly, the *Glossina palpalis*, corresponded absolutely with one another. Experiments were then made, which showed that this biting fly, *Glossina palpalis*, could carry the disease from the sick to the healthy for a period of at least 48 hours. Experiments made with other species of biting flies, made under exactly the same conditions, failed to give any result. Lastly, tsetse flies caught in the sleeping sickness areas and placed straightway on healthy monkeys conveyed the disease in every case. This disease, which killed every one it attacked, had already caused the death of some hundreds of thousands of natives in Central Africa. It was slowly spreading wherever there was a *Glossina palpalis* to convey it. It was now spreading north along the Nile from Lake Albert. It was slowly spreading round Lake Albert, had reached the south of Lake Victoria, and there was no saying to what extent it would further devastate this country. There was a danger of its being conveyed across British East Africa into the "fly belts" of the east coast; even danger of its being conveyed to India, where a similar disease, called surra, existed among horses, and where there might exist a biting fly capable of spreading it.

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